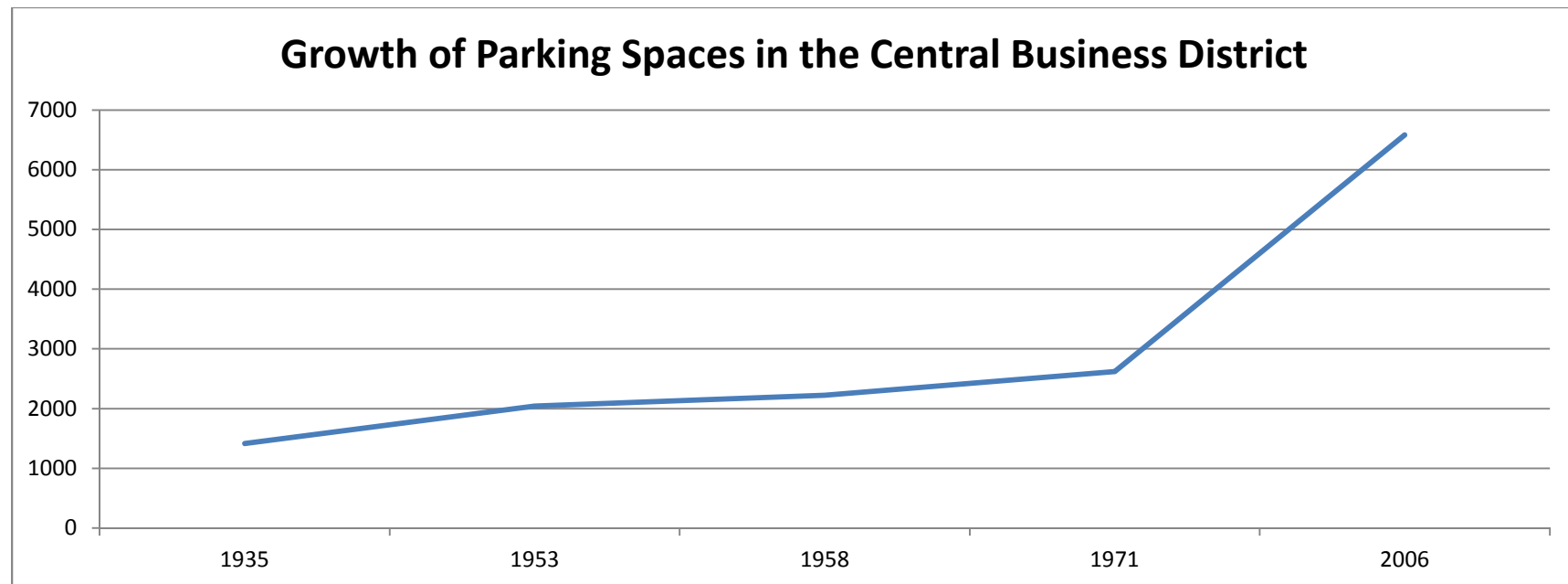
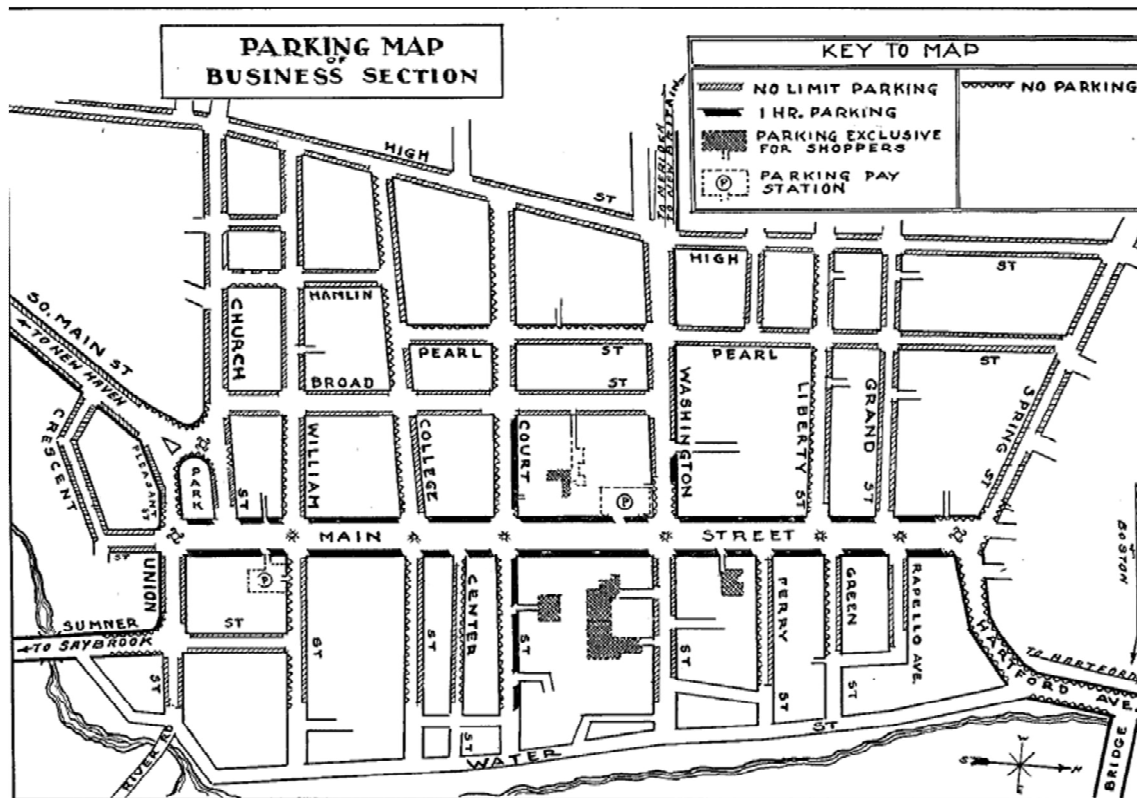


## Summary of Middletown Parking

The following document summarizes the history of evaluating parking needs in the City of Middletown from 1935 to 2007. It also examines the trends in vehicle registrations and the potential impact of residential redevelopment in the downtown on parking infrastructure.



## Traffic Survey and Parking Map-1935

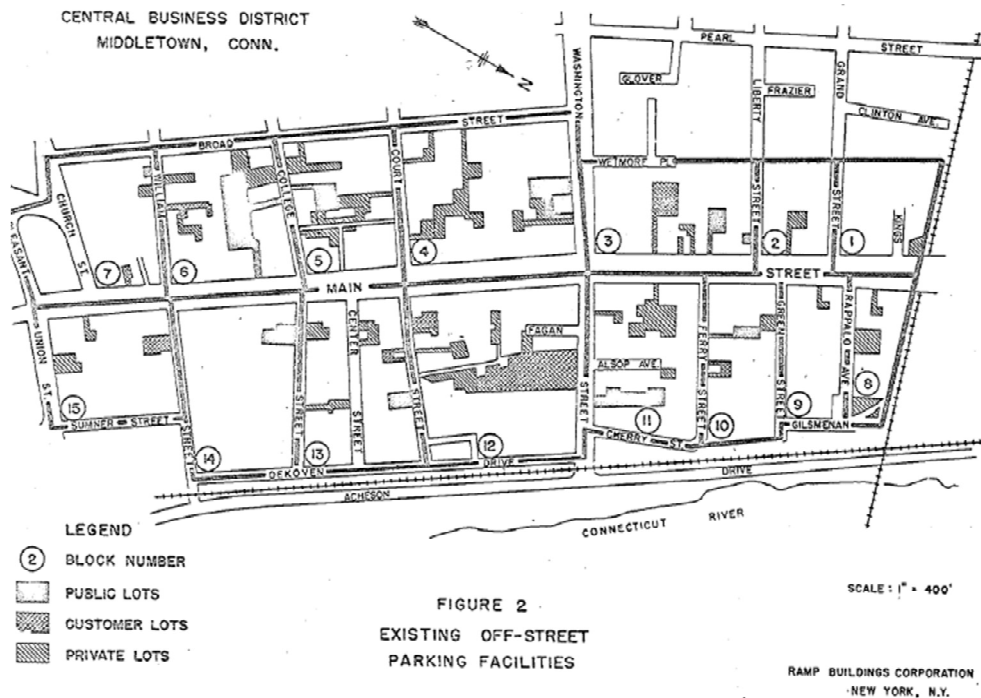


In 1935 the City conducted a traffic and parking survey that determined in summer months 17,000 cars passed through Middletown each day and in winter months 12,000 cars passed through Middletown each day. Approximately 5,000 cars were being park in the central business district each day. On Saturday evening shopping hours the number was estimated at 8,600 cars. The parking map counted a total of 1413 parking spaces of on-street and public off-street parking. The report recommended considering a walkway down the Middletown of Main Street with angled parking on both side of the center walkway. The major conclusion of the study was a strict enforcement of one hour parking on Main Street to relieve parking congestion and get desired space turn-over. They also recommended decreasing the

overtime parking fee from \$2.00 to \$1.00.



## Parking Survey and Program- Central Business District- 1953



The report estimated traffic entering the central business district was 13,500 vehicles.

The inventory of downtown parking spaces totaled 2,041. 869 spaces were on-street parking. 1,172 spaces were off-street parking. 26% of the off-street parking spaces were considered public off-street parking. The existing downtown parking turnover determined that existing inventory could satisfactorily accommodate 6,497 parks a day. Parking demand was calculated at 8,499 parking spaces per day, resulting in an estimated daily deficiency of 2,002 spaces. The report recommended creation of 778 off-street parking spaces to meet the estimated demand with a second round of new off-street parking of 468 spaces for a total of 1,246 new stall added to existing inventory.





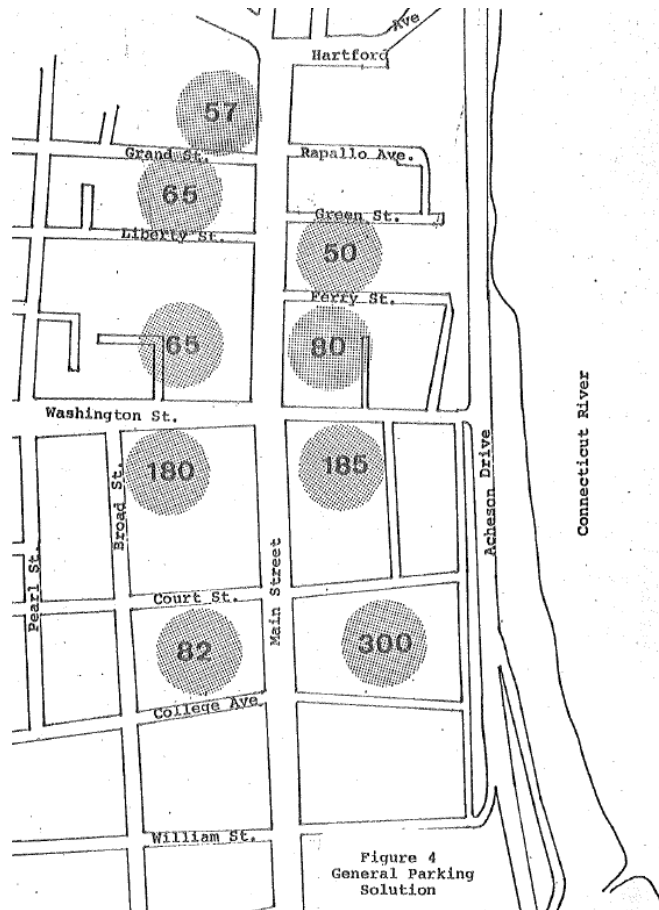
Parking Improvement Plan- 1958

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This plan was an update to the 1953 study, that reported the new parking authority which was created after the 1953 plan, had succeeded in creating 181 new off-street parking spaces. The plan reports that retail sales figures showed a decrease between the years 1955 and 1956. The decrease in retail activity was attributed the lack of adequate parking to meet demand. New demand calculations were extrapolated from the 1953 conclusions and the total unmet demand grew from 2,002 to 2,200.



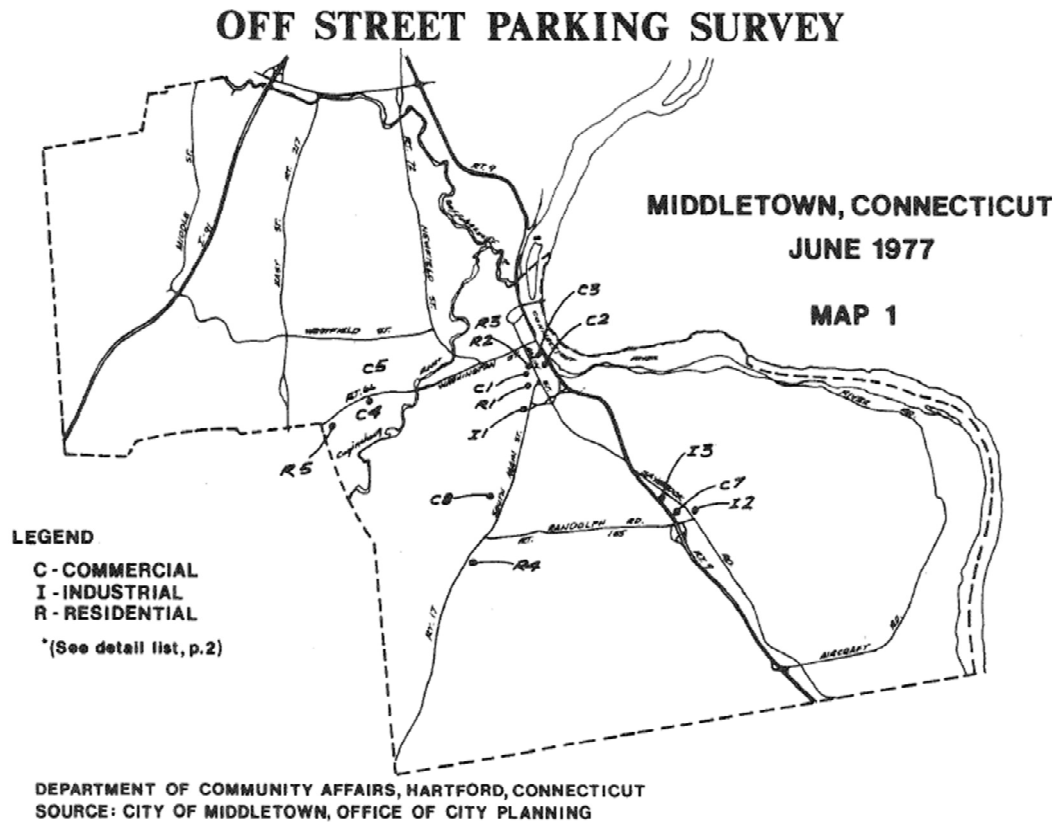
### A Parking Program for the Downtown Business District- 1971



A visual survey determined that there was a total parking inventory of 2,620 parking spaces distributed between off-street and metered on-street parking spaces. This plan calculated a theoretical need for 3,520 parking spaces in the central business district. This resulted in parking deficit of 900 spaces. The report recommended a number of specific sites on many of the blocks in the central business district for possible parking lot development.



## Survey of Off-Street Parking- 1977



This study examined off-street facilities through-out the city to determine if existing parking requirements in the City's zoning code required adequate parking for new development. The study examined the use of 3,851 parking spaces serving commercial, institutional and residential uses. The study concluded that institutional and residential uses were adequately served by existing standards. However, the report recommended expanding capacity of parking facilities serving commercial uses.

# Downtown Parking Count- 2006

Map 2- Weekday 11am-1pm



Blue- 0% - 39% Occupancy  
 Green- 40%- 85% Occupancy  
 Red- 85%-100% Occupancy

This count reported a parking inventory of 6,581 spaces.

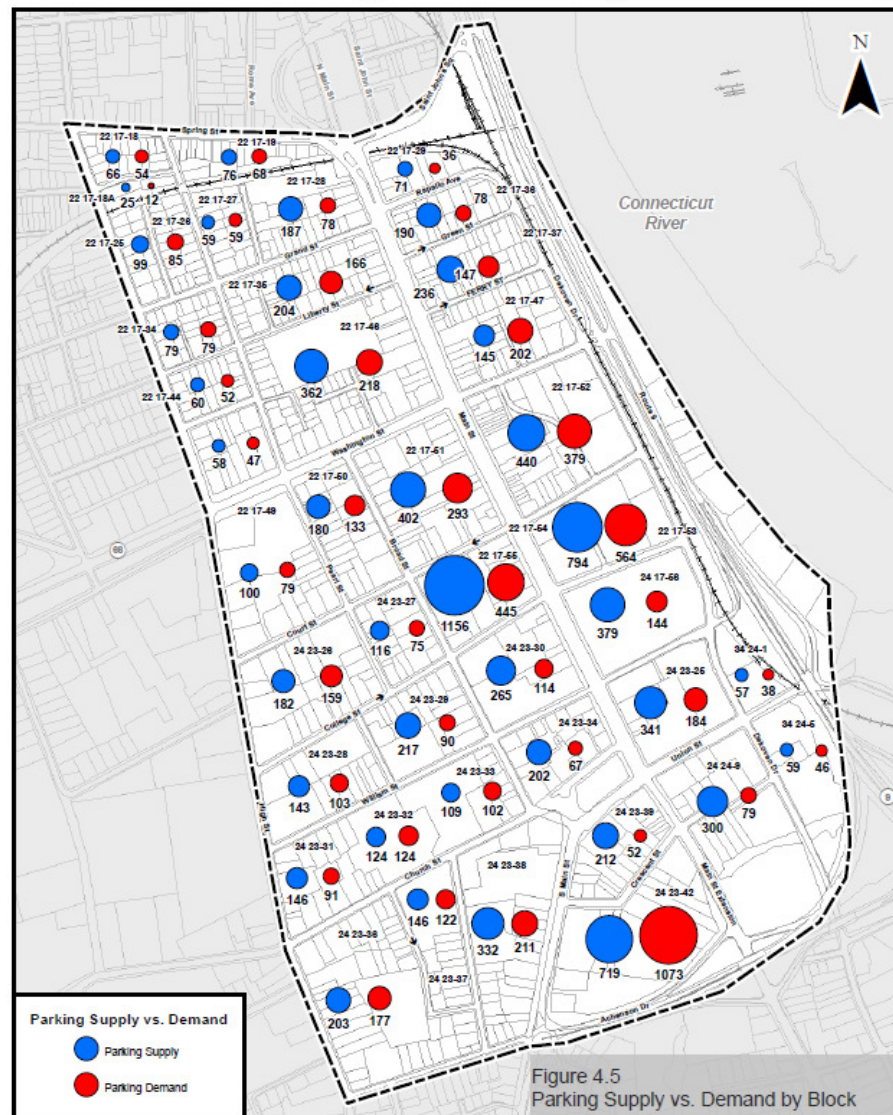
- 754 on-street parking stalls.
- 2,423 public off-street parking.
- 3,875 private off-street parking.

At lunch time on weekdays, 68% of total parking inventory is occupied. Main Street on-street parking reaches 92% occupancy during the dinner hour.



## Downtown Traffic and Parking Study- 2007

## Middletown CBD Parking and Traffic Study



This study determined a total parking inventory of 9,424 spaces. Public on-street parking was determined to be a total of 1,267 spaces. Total off-street parking was 1,158 spaces. Private off-street parking totaled 6,999 spaces.

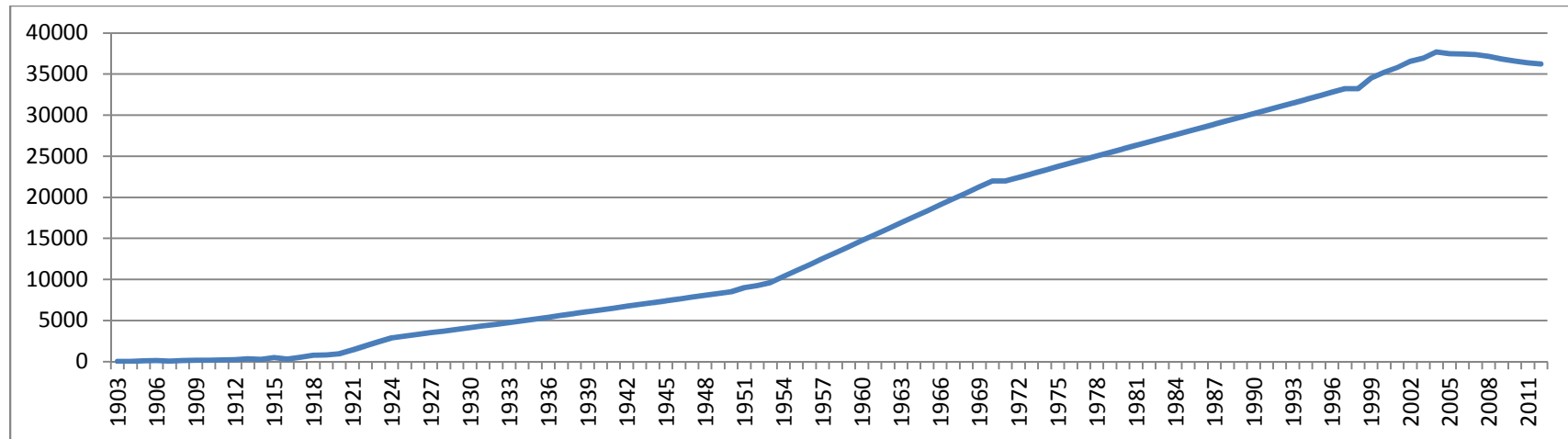
Estimates were created for potential future development and determined a future need for new public parking inventory of between 205 to 490 spaces.





### Middletown Car Registration- 1903-2013

Automobile registration began in the State of Connecticut in 1903. In 1903, 23 cars were registered in Middletown or one car for every 200 households. Since then registration grew to where there was a 1 vehicle for every 10 households in 1917. In 1924 there was 1 vehicle for every 2 households. In 1941 there was 1 vehicle for every household. In 1961 there were 1.6 vehicles for every household and then registrations peaked at 1.8 vehicles per households in 2004, where there were 37,677 registered vehicles. In 2013 there are 1,454 fewer registered vehicles than the peak in 2004 (1.7 vehicles per household).



### Existing & Potential Upper Story Housing and Parking Impact

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The following table examines the potential impact on parking if all of the upper floors of Main Street buildings were reused for housing (900 one-bedroom units). This would be a hypothetical extreme scenario, but is useful in determining if additional parking infrastructure is needed or if existing infrastructure could accommodate demand from new housing units through shared parking use of public lots. Main Street buildings are the most likely to be unable to provide on-site parking. Development of parking away from Main Street has a greater likelihood of being able to provide on-site parking.

There are an existing 248 units in Main Street buildings. Complete reuse of the upper floors would result in 787 housing units or a net increase of 533 units. The parking requirement for urban core living units is 1 space per unit. It should be noted that the one space requirement can be reduced or waived by the Planning and Zoning Commission. Requiring the full amount of parking would need to be satisfied by 533 parking spaces.

Existing off-street parking could be used to off-set the 533 required spaces. The City has 2,053 public off-street parking spaces. In 2006, the evening peak demand uses only 669. This leaves 1,384 spaces available for shared use for Main Street residential. However all the public lots are located in the North End and Central Core. The South End would need to satisfy shared parking by negotiating with private owners of parking lots, since there are 868 spaces out of the 1,653, unused during peak evening hours.

	Housing Units Existing	Housing Units Potential	Net	New Required* Parking	Existing City Off-Street Parking	Existing Evening Peak Demand	Shared Parking Potential	Net Required*
North End	248	322	74	74	303	160	143	0
Central Core	6	262	256	256	1,750	509	1,241	0
South End	0	203	203	203	0	0	0	208
Total	254	787	533	533	2,053	669	1,384	208